

RAILROAD NEWS.

Harriman Believed to Be Planning Big Railway Merger.

The Gould Lines to Form Part of This Immense System.

CAPITAL ONE BILLION

W. C. Brown Is Expected to Become Acting Head.

Other Items of Interest in Railway Circles.

Harriman Lines—	Miles.
Union Pacific.....	9,451
Southern Pacific.....	4,377
Illinois Central.....	4,556
Baltimore & Ohio.....	2,333
Washington & Annapolis.....	1,913
Central of Georgia.....	1,312
San Pedro, Los Angeles & Salt Lake.....	312
St. Joseph & Grand Island.....	120
New York Central Lines.....	12,000



Map Showing Dotted Line, Harriman Present Roads. Solid Line—New York Central Lines. At Upper Left—E. H. Harriman. At Right—W. C. Brown.

Steamship Lines.....	1,200
Partial ownership.....	498
Wheeling & Lake Erie.....	543
Western Maryland.....	52
Wabash-Pittsburg Terminal.....	23
West Side Belt.....	22
West Side Belt.....	22
Estimated other railroad interests.....	6,000
Grand total.....	33,464

New York City, Aug. 27.—Now that E. H. Harriman has returned from Europe it is confidently predicted that the greatest railroad merger ever centered under one controlling head will be consummated.

It is just a year ago this month that Harriman first placed the entering wedge in the Gould lines, and during this interim the energetic railroad king has so played his cards that he has been in practical control of most of the Gould lines. This does not satisfy him, however, and he wishes to purchase outright the Gould interests in the New York Central. This will give Mr. Harriman practically three transcontinental lines, two in the central states and one in from the south by means of his steamship company.

With the New York Central added to the Harriman fold, the lines under his control would have a capitalization of more than a billion dollars and an earning capacity of nearly half a billion dollars. The principal roads which he now controls are: Southern Pacific, Union Pacific, Oregon Short Line, Oregon Railroad and Navigation, Illinois Central and Central of Georgia. The Harriman

roads also own considerable stock in many other large systems, such as the Santa Fe, the San Pedro road and the Baltimore & Ohio.

It is understood to be Harriman's purpose to create a billion dollar securities holding company for all the New York Central lines, but it is not thought that he will try to include the securities of his other roads. For some time the attorneys have been trying to work out a plan for the holding company which will be court proof, but many difficulties have been encountered. It is understood that the Vanderbilts are more or less unfriendly to the plan, owing to the way the courts dealt with the Northern Securities company, and that this feeling hastened the purpose which Harriman had entertained for some time of eliminating the Vanderbilts by purchasing their stock. The contemplated plan will also give him authority over the Lake Shore, the Michigan Central, the Big Four and the smaller roads comprising the New York Central lines.

W. C. Brown, whom Mr. Harriman placed in control of the New York Central lines as soon as he became director on the board last year, will undoubtedly be made acting head of the entire Harriman system.

The passing of the Vanderbilts is the logical result of the entry of Harriman into the New York Central board, as there can be but one power in a railroad board of which

Trunk Line railway, which is said to be backed by James J. Hill, won its contest with the Deschutes Railway company, a Harriman subsidiary, in the federal court here. The court forbade the Harriman road going upon the 60 miles of contested right of way up the Deschutes Canyon, in Central Oregon.

STICKNEY TALKS OF REBATES.

Favorite Method Is to Allow Claims for Overcharges.

New York, Aug. 27.—A. B. Stickney, long president of the Chicago Great Western, whose charge that the railroads still are granting rebates, just as before the passage of the Hepburn rate law, is about to be investigated by the interstate commerce commission, outlined yesterday what he regards as the proper method to pursue to do away with the alleged abuses.

The favorite way of granting rebates now, he said, is to allow claims for overcharges for damages presented by large shippers. Claims of this kind presented by large favored shippers, Stickney said, are promptly paid by the railroads.

Discrimination in rates also is practiced, he asserted, by putting obscure rates in the rate schedules. He instanced in this connection the inclusion in the western roads' tariffs of the rate on illuminating oil and another such lower rate on "products of petroleum." The attention of the favored shippers, he said, was called to the latter rate.

As a remedy for rebate evils he suggested as the first essential the simplification of rates, and as means to end the adoption of a uniform classification. What ought to be done, he said, is to do away entirely with commodity rates and reduce all rates to class rates, at the same time increasing the number of classes to a sufficient extent to permit an equitable adjustment of rates between the various classes of merchandise.

WILL CUT THROUGH A HILL.

Union Pacific to Strengthen Its Line Near Manhattan.

Manhattan, Kan., Aug. 27.—Among the recent railroad stories that is supposed to have leaked out at the Union Pacific headquarters is one of great interest to residents of this city. It involves some rather radical changes in the present arrangements here but is directly in line with the Harriman policies.

Within the next three years the company intends, according to the story, to change its right of way through Manhattan so that its line will run straight from the Blue river bridge to the Wild Cat bridge across the town site, and then directly southwest via tunnel through Stag's hill. This would cut out several bad curves including the "Horseshoe" and reduce the distance between here and Eureka Lake by three miles.

It is said that plans for this change are already on file at headquarters and that enough additional yard room could thereby be secured here to enable the company to locate its division point at Manhattan.

TO FIRE OR "BRAKE."

Young Walter Harriman to See Another Form of Railway Life.

Chicago, Aug. 27.—Having completed the first installment of the practical experience that is to fit him to some day step into his father's place at the head of one of the greatest railway systems in the world, Walter A. Harriman, oldest son of Edward H. Harriman, is on his way to New York where he will join his father, who has just returned from a stay in Europe.

Mr. Harriman said he would continue his railroad education this winter, but not with a chain gang.

"I've got to 'wise up' on all branches of the business, you know. After a visit with the folks and a short vacation I expect to start in at the business again. I am now planning to spend considerable time in the operating department of some railroad," he said. "I don't know just what I'll take up, first, but I'll probably take a job as a fireman or brakeman some place and study that end of it."

PAN-AMERICAN RAILWAY SOLD.

Ambassador to Mexico Interested in St. Louis Capitalists.

Washington, Aug. 27.—Interest in the proposed great international railway connecting North and South America is divided today by the reported purchase of the Pan-American railway by David E. Thompson, the American ambassador to Mexico, who is understood to have associated with him a coterie of St. Louis millionaires. Evidently the negotiations have been conducted with great secrecy as it can not be ascertained that any information on the subject has come from any of the American diplomatic or consular officers in Mexico.

The statements that extensive improvements to and extensions of the existing road are to be made is received with hearty satisfaction in Washington where much attention has been paid through official channels and otherwise to the possibilities that will follow a railroad connecting the two continents. In the absence of specific information on the subject the officials here are not inclined to believe that Mr. Thompson's acquisition of the Panama railroad is an accomplished fact.

The roads said to have been purchased by Mr. Thompson are not included in the plan made by the Mexican government some time ago by which the government secured Canadian-American railroad is an accomplished fact.

Western Demand for Freight Cars.

Byannis, Mass., Aug. 27.—President James T. Herahan of the Illinois Central

road, has arrived here for a brief vacation with his family. Mr. Harahan said today that the prosperity in the west is great, and the successful crops will bring a great increase in the freight business of all railroads. The demand for freight cars in the west is so great, he said, that cars discarded two seasons ago have been put into use.

ENGINES MUST RUN FIRST.

Michigan Commission Forbids Running Trains Backward.

Lansing, Mich., Aug. 27.—The Michigan railroad commission has issued an order prohibiting railroads in this state from running any trains backward, or with the cars ahead of the engine. They

were given ninety days to put in "Y's" and turntables, where necessary to avoid the prohibited practice.

Line to New Post at Fort Sill.

Lawton, Ok., Aug. 27.—The Rock Island company has started active work on the construction of a spur running from the Rock Island tracks just above Fort Sill station and extending through the present post west to the site of the proposed new military post. The work is to be pushed rapidly and not more than three weeks, it is estimated, will be required to complete the spur. Immediately upon the completion of the railway siding contractors for the 52 new buildings constituting the new post expect to commence active construction.

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\$5.00, \$5.95 and \$6.50 Suits Saturday, \$3.50— Your choice of our entire stock of summer suits in Russians, Sailors, Junior Norfoks, single and double breasted Knickerbocker styles that sold for \$5, \$5.95 and \$6.50; all wool fabrics; every new pattern. every size, 2½ to 17 years. Choice Saturday.....**\$3.50**

We'll sell Saturday several hundred Young Men's Suits at \$7.50; nifty styles of \$12, \$15 and \$18 values, sizes to fit large size boys or small size men to 36 chest. There is going to be some lively selling, owing to the big bargains offered. Get in early for choice.....\$7.50

Boys' Knickerbocker pants, sizes 3 to 17 years, that sold for 75c, Saturday.....50c

Boys' straight knee pants, sizes 3 to 17 years, that sold for 50c, Saturday.....25c

Boys' fine dress shirts, collars attached or neckband. 12 to 14 neck. 50c quality..35c

Boys' fine lisle web suspenders; 25c quality. Light and dark colors.....19c

Boys' Blouse Waist, collar attached and neckband—\$1.00 and \$1.25 kinds.....79c

Boys' fine felt hats that sold for \$1.50 and \$2.00 in all new shades, Saturday..\$1.00

Boys' summer underwear, short sleeves, knee drawers; 25c quality, all sizes, Sat...17c

Boys' blue serge knickerbocker pants—\$1.25 quality, all sizes.....85c

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\$1.50 Superior Union Suits.....\$1.15
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\$2.50 Superior Union Suits.....\$1.75
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\$5.00 Superior Union Suits.....\$3.50

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